

In the Claims:

Claims 1, 2, 10, 11, 19, 20 and 23-36 stand of record in the case.

Claims 1, 2, 10, 11, 19, 20 and 23-36 stand rejected.

Explanation of Amendments in the Claims:

1. (canceled)
2. (canceled)
3. (canceled)
4. (canceled)
5. (canceled)
6. (canceled)
7. (canceled)
8. (canceled)
9. (canceled)
10. (canceled)
11. (canceled)
12. (canceled)
13. (canceled)
14. (canceled)
15. (canceled)
16. (canceled)
17. (canceled)
18. (canceled)
19. (canceled)
20. (canceled)
21. (canceled)
22. (canceled)
23. (canceled)
24. (canceled)
25. (canceled)

26. (previously presented) Vehicle suspension comprising:

a pair of leaf springs locatable ~~[[of]]~~ on respective opposed sides of a chassis of an associated vehicle and extending longitudinally thereof; and

an anti-roll device which is arranged to extend transversally of the vehicle chassis with opposed ends of the anti-roll device mounted solely to equivalent ends of the springs as close as is practically possible to where the springs connect to the vehicle chassis;

rigid mounting means at the opposed ends of anti-roll device ~~being mounted to equivalent ends of the springs, as close as is practically possible to where the springs connect to the vehicle chassis, so rigidly that that there is no~~ for preventing any and all relative movement of the opposed ends of the anti-roll device to respective ones of the pair of opposed leaf springs~~[[,]]~~ such that and cooperating with the anti-roll device during spring deflection, when the springs deflect in different directions to each other, to change the springs ~~change~~ from pin-jointed characteristic beams toward fixed ended characteristic beams at the equivalent ends only when the springs deflect in different directions, as when the vehicle rolls, thus substantially increasing a stiffness of the springs during vehicle roll, the springs staying as pin-jointed characteristic beams when the springs deflect in the same direction, as during normal vehicle ride motions, thus retaining a normal softer stiffness of the springs when roll is not occurring and when the springs deflect in the same direction, the springs stay as pin-jointed characteristic beams; and

spacing means at the opposed ends of the anti-roll device for mounting the anti-roll device ~~being mounted to the respective springs at a substantial offset distance from a neutral axis in bending of the springs[[,]] by rigid mounts sufficient to make the transverse anti-roll device into a double fixed ended characteristic beam in plan view[[,]]~~ and cooperating with the anti-roll device to resist ~~resisting the spring~~

deflection when the springs deflect in opposite directions ~~such that~~ to produce resistance forces ~~combined~~ that combine with the offset distance from the neutral axis ~~creates~~ to create moments in the springs to further change spring bending characteristics from pin-jointed to fixed ended beam characteristics when the springs deflect in different, opposing directions during vehicle roll, thus further substantially increasing the stiffness of the springs only during vehicle roll.

27. (canceled)

28. (currently amended) Suspension according to claim 26, wherein the ~~opposed ends of the anti-roll device are offset by the substantial offset distance from the neutral axis in bending of each of the opposed springs by means of~~ spacing means comprise rigid and solid spacers.

29. (canceled)

30. (currently amended) Suspension according to claim 26, wherein said ~~mounts~~ rigid mounting means provide a comparatively large clamping area between said ~~mounts~~ rigid mounting means and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

31. (canceled)

32. (currently amended) Suspension according to claim 28, wherein said ~~mounts~~ rigid mounting means provide a comparatively large clamping area between said ~~mounts~~ rigid mounting means and the anti-roll device to make the anti-roll device into a fixed ended beam structure when viewing the suspension in plan.

33. (canceled)

34. (currently amended) Suspension according to claim 26, wherein ~~fastenings for connection of said mounts to the springs include~~ said rigid mounting means comprise U-bolts fastened around the springs for embracing thereof.

35. (previously presented) Suspension according to claim 26, wherein the anti-roll device includes a beam, bar or tube.

36. (currently amended) Suspension according to claim 26 wherein the rigid ~~mounts~~ mounting means comprise clamping mounts which each embrace the respective one of the pair of opposed leaf springs.

37. (canceled)

38. (new) Suspension according to claim 26 wherein the anti-roll device is arranged to connect to the vehicle chassis only through the leaf springs.

39. (canceled)